

17 August 2007

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Surface Transportation Board
Case Control Unit
STB Finance Docket No. 34075
STB Identification No. 37679
395 E Street, SW
Washington, D.C. 20423-0001

Attention: Phillis Johnson-Ball

Surface Transportation Board
Section for Environmental Analysis
Department of Interior Bureau of Land Management

RE: Central Utah Rail Project

Dear Board Members,

I am writing this letter to convey (voice) my concerns with the Central Utah Rail Project proposed by the Six Counties Association of Governments representing Juab, Millard, Sevier, Sanpete, Piute and Wayne Counties in Central Utah. Also known as the Construction and Operation Exemption Rail Line between Levan and Salina, Utah.

I "VOTE" for the "NO-ACTION ALTERNATIVE", alternative A, for the construction of the Central Utah Rail Project.

I am "OPPOSED" of the Proposed Action – Applicants Preferred Alternative, alternative B.

The reasons I am opposed of the Proposed Action – Applicants Preferred Alternative, alternative B. Alternative B places the Central Utah Rail Project (CURP) across two parcels of my land/property and land locks another two parcels of my land/property.

My farm and ranch land/property comprises 286 acres consisting of ten parcels of land/property. The geographic location of these ten parcels of property is as follows:

United States of America

State of Utah
Sevier County

Township 20 South, Range 1 West, Salt Lake Base and Meridian

Section 26: Serial Number 4-3-2 (41.80 acres).
Serial Number 4-3-5 (20.00 acres).
Serial Number 4-3-6 (19.25 acres).
Serial Number 4-3-7 (80.00 acres).

Section 35: Serial Number 4-8-21 (38.57 acres).
Serial Number 4-8-22 (03.00 acres).
Serial Number 4-8-23 (12.08 acres).
Serial Number 4-8-24 (30.00 acres).

Section 36: Serial Number 4-9-33 (32.35 acres).
Serial Number 4-9-34 (09.18 acres).

The CURP, Alternative B, places the rail through the Northwest portion of Parcel 4-3-2 and through the Western portion of Parcel 4-3-7. Alternative B land locks Parcel 4-3-5 and Parcel 4-3-6; without emplacing a private crossing for the landowners convenience.

My farm/ranch land is flood irrigated by means of water supplied by the Piute Reservoir and Irrigation Company. I have 66.25 shares of this water stock. Access to this water is from the Piute (State) Canal. Alternative B would greatly impede access to the State Canal.

Note: From the West edge of Parcel 4-3-5 and Parcel 4-3-6 the State Canal is only 0.25 mile to the west.

Utah Criminal and Traffic Code Title 56, Paragraph 56-1-13 pertains to railroads fencing right of way and gates. According to this code every railroad company shall erect and maintain a fence on each side of its rights of way where the same passes through lands owned and improved by private owners. Whenever such railroad company shall provide gates for private crossings for the convenience of the owners of the land through which such railroad passes, the owner of such lands shall keep such gate closed at all times when not in actual use.

I have made applicant with the United States Department of Agriculture Natural Resources Conservation Service to improve my farmland and change from flood irrigating to a pressurized, sprinkler, system of irrigation.

To make this improvement to my land requires the construction of building a pond to hold water and to emplace an underground water pipe line system from the pond to the

fields to be irrigated. Such a pond would be constructed adjacent to the Piute (State) Canal, the east side, and the water line/pipe system would be placed underground, 4 feet from the surface of the ground. This system of irrigating generates pressure by gravity. Once the pipeline is to the fields to be irrigated, a riser must be installed approximately every 60 feet apart along the field's edge to be irrigated.

The financial cost to construct this pressurized irrigation system is much less without having the obstacle of the CURP to cause extensive impediment.

I feel that if I take action with my plans to build this pressurized irrigation system it's in my best interest to get it built before the CURP is constructed. I also feel this places me under a time frame and in a race with time to get my pressurized irrigation system constructed before the CURP is constructed. But, if I would build this system now and shortly thereafter the CURP is constructed using alternative B, much more financial cost is foreseen. However, if I would wait to see the CURP be constructed using alternative B, I could engineer my pipeline system under the CURP. Either way I choose I loose. If the CURP is constructed using alternative B, it will bring with it financial damage in my future farming and ranching endeavors!

My farm/ranch land has a water well that was drilled in December 1999. The water right number to this well is: Water Right Number 63-257, Application Number a23385. The quantity of water that can be pumped from this underground water source is 0.015 cubic feet per second of 10.86 acre-feet per year. The purpose/usage of this water source is for 302 head of cattle or equivalent livestock units, two family dwelling units and irrigating 0.5 acre. The point of diversion of this well: Section 35, Serial Number 4-8-21 from the northwest corner 300 feet south and 70 feet east, six inch diameter 120 feet deep.

The water well described in the above paragraph is approximately 500 feet from CURP Alternative B. I am very concerned with what the vibrations caused by the train may cause to this precious life sustaining water source.

I have plans to drill another water well on Section 26, Parcel 4-3-6 and from this well supply water to Parcel 4-3-5, Parcel 4-3-7 and Parcel 4-3-2. The purpose for this water source is to provide a future home for Adopted Wild Mustangs. These 160 acres will provide a prime home for these horses. The Wild Mustangs represent part of America's Heritage and are an American Icon!

My farm and ranch land are for cows and horses! My land is "NOT FOR SALE"! Not to the Central Utah Rail Project or to anyone! And not for any price! This land without the Central Utah Rail Project is priceless! My plea is "NOT TO TAKE MY LAND"!

I am the legal owner of this farm and ranch land, I have paid for this land and I have the Warranty Deeds to this private land. The only way I will allow the CURP to take possession of this land is by Eminent Domain!

Also, the reason I am opposed to Alternative B is because of the visual impacts and negative aesthetics the CURP will bring to my land.

The construction of the CURP using Alternative B will greatly depreciate the value of my land!

The way of the future is nuclear energy and uranium powered power plants not fossil fuel coal powered power plants. Within the next ten years Utah may have a nuclear energy source built. Global Warming, How valuable is our O-Zone?

The question is, how much coal reserves are left in the Southern Utah Fuel Company (SUFCO) coal mine? This is the major reason for constructing the CURP in the first place is to haul the coal produced from SUFCO mine from Salina to Lavan, Utah.

Alternative C "WOULD NOT", effect my land or my future plans. Alternative C would be to my advantage.

Closing Statement/Remarks:

I have served this Great Nation, The United States of America!
I have served the Great State of Utah!
I love Her! Our Nation and Our State!

I have served 4 years in the United States Marine Corps!
I have served 3 years in the United States Army!
I have served 2 years in the Army Reserves!
I have served 14 years in the Utah Army National Guard!

In support of the war on terror I have been deployed twice.
Operation Nobel Eagle II, in support of *Home Land Defense*!
Operation Iraqi Freedom III, in support of *Democracy for the Iraqi People*!

The Pledge of Allegiance!
I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands: one Nation under God, indivisible, With Liberty and Justice for all!

My prayer is that we uphold the Principles of Our Constitution and the Ideals of Our Forefathers who fought and died to give us Our Blessings we each enjoy today!

This Land was made for you and I. I am the legal owner and tenant of my land at this time in history. I pledge to fulfill my duties and obligations as a citizen of the United States. For this cause, I am writing this letter.

Four Great Freedoms Cherished by All Americans!

Freedom of Speech!

Freedom of Religion!

Freedom from Want!

Freedom from Fear!

This Farm and Ranch Land of 286 acres might not look like much to the people who come out to survey an engineered route for the CURP and label it Alternative B (Proposed Action – Applicant's Preferred Alternative).

But let it be known to the rest of the World; that these 286 acres in Sevier County, State of Utah is My America! These 286 acres are as RED, WHITE and BLUE to me, as is any other part of America! These 286 acres are My Home, My Sweet Home! These few acres offer freedom and a place of peace to my heart and soul. The CURP alternative B would destroy my freedom and peace!

For what it's worth; a possible solution is to use Alternative C. But instead of crossing US 50 and building the massive berm, have the southern terminus at a location north of US 50 and approximately 3 miles west of the four way stop in Salina, Utah. Also, a shorter length shuttle type rail system might be constructed from the Salina Industrial Park to the southern terminus, if the southern terminus was built at a location other than the industrial park.

Since the proposal to construct the Central Utah Rail Project on 30 July 2001 six years have past. During the past six years there has been much stress added to my life because of the Central Utah Rail Project.

My plea is "NOT" to grant approval action for the construction and operation exemption rail line between Levan and Salina, Utah.

Serenity Prayer

God, give us grace to accept with **Serenity** the things that cannot be changed, **Courage** to change the things that should be changed, and **Wisdom** to distinguish the one from the other.

May our Eternal Father in Heaven give us guidance and direction is my prayer in the Name of Jesus Christ Amen.

Sincerely,

Clyde Eugene Kramme
